WA-Trans Partners Meeting Notes
September 21, 2005

Attendees:

Participant	Association	Location Attended
Tami Griffin	WSDoT – WA-Trans	Olympia
Michelle Blake	WSDoT – WA-Trans	Olympia
Matthieu Denuelle	ESRI	Olympia
Jeff Holm	DIS	Olympia
Chris Madill	WA Traffic Safety Commission	Olympia
George Spencer	WSDoT – Geographic Services	Olympia
Pat Whittaker	WSDoT – TDO	Olympia
Jason Guthrie	Lincoln County	Spokane
Wendy Hawley	US Bureau of Census	Seattle
Steve Rush	Flor-Hanford	Yakima

Facilitator and Note Taker: Tami Griffin

Agenda:

I.	Introductions	10:00 a.m.
II.	Status Report (participation, work complete)	10:10 a.m.
III.	Standards and Data Model Update	10:20 a.m.
IV.	Architecture in Depth	10:35 a.m.
V.	Break	10:50 a.m.
VI.	Puget Sound Pilot Update	10:10 a.m.
VII.	TPF Pilot Update	11:00 a.m.
VIII.	Other Funding Opportunities	11:15 a.m.
IX.	Justifying Paying for WA-Trans	11:30 a.m
X.	Other Related Activities	11:40 a.m.
XI.	Future Meetings	11:50 a.m.
XII.	Review and Close	11:55 a.m.

Status Report:

New participants were announced:

- New Assistant Project Manager and Technical Lead – Michael Leierer,
- Michael updated website. Significant changes. A brief tour was provided,

- One of Michael's jobs is to provide online visual status of WA-Trans pilots via an ArcIMS application. Chuck Buzzard of Pierce County wrote the start of an application that will be used.
- Michael will also lead the Phase I Transportation Pooled Fund Pilot to develop software for WA-Trans.

Milestones that were met:

- Continued refinement of data model and standards,
- Completed Puget Sound Pilot Charter and got signatures,
- Getting partner signatures for Puget Sound Pilot on Memorandum's of Understanding,
- Developed detailed schedule for Puget Sound Pilot (under change due to decision regarding translator),
- Completed RFP and RFP process for translator (finished debriefing competing vendors this week).

Standards and Data Model Update

Data Model Changes

- Identified required fields in several tables,
- Still have to add Indian Reservation Roads, update information about railroads and ferries (meeting set up on IRR and rail).
- Have to identify if we want domains for certain things such as pavement type, mode options, etc.
- Still working on metadata in the data model,
- We have a simplified implementation right now to use for testing the translator.
- Implementation due for pilot in early October.

Architecture Update

Translator

- Takes local government data and converts it into format needed for WA-Trans.
- Also takes WA-Trans data and converts it into the local format.
- These two elements are in the scope of Puget Sound Pilot (RFP).
- We received two responses to our RFP.
- One of them was incomplete and we were unable to justify accepting it.

- The other was too expensive and provided much out of the scope. The proposed solution would provide significant functionality for integration and may still be of interest farther into the process.
- We hope to have further opportunities to work with both vendors in pooled fund study.
- We decided to go with the ESRI ArcGIS Data Interoperability Extension (DIE) and ESRI Model Builder as the base COTS product.
- We tested this software at WSDOT test lab with a simplified version of the WA-Trans database.
- We will contract with ESRI to provide knowledge transfer while developing the model and defining a process (King and Pierce Counties will develop the initial process).
- We will purchase RoboHelp and hire a technical writer to work with them to document the process and develop a robust help file and extensive user documentation.
- Puget Sound Regional Council will test the help when they use the translation routines.
- We will still have to develop user interfaces to automate portions of this. (Pooled Fund Study). The study must consider that most of our other DOT partners use Geomedia.

Translator Requirements
- Provide a bidirectional data translator that operates as a filter for data from a local format and schema into the WA-Trans format (and others) and from the WA-Trans format and schema back into local format and schema and federal spatial transportation exchange standards.
- Provide components that enable the users to manipulate the imported or exported data into the desired redefinition as necessary. Save that process for each user.
- Provide a data prescreening process to ensure minimum data standards compliance,
- Provide users with the ability to view logging and transactions to ensure data validation and the ability to manually augment the data correction.
- Provide a method to detect new or changed data
- The ultimate software solution shall provide tools and processes to automatically add the minimum metadata (through elicitation of users) to WA-Trans.

Data Provider User Interface
- This will be implemented during Pooled Fund Study.
- May include several original translator requirements.
- Will facilitate a simpler interface with translator, including checking for updates, eliciting missing metadata, etc.

Security
- Needed at input to make sure data providers are appropriate and we have agreements with them.
- May eventually be needed for data users to authenticate access to data behind WSDOT firewall and for access to specialized data (planning data, etc.).

Quality Control and Quality Assurance
- QA/QC will be partly manual and partly automated.
- Will facilitate checking for consistent, continuous data and appropriate and complete attribution.
- Will update metadata as changes are made.

Integration
- Integration is both manual and automated. We will have to determine what can be automated
- Edge matching will be handled as much as possible through agreement points. Conflation as well.
- Vertical Integration is decisions made regarding who is the data source and which of two conflicting sources we use.

Data User Interface
- Provide access to data by boundary or x,y min and max,
- Provide specialized clips for easy access,
- Provide some limited query ability (eventually year of WA-Trans, planning roads included, etc.),
- Provide format for translation of data.

Working Storage Data
- A version of the WA-Trans database that will include data that still requires geo-processing.
- This database may be a geo-database.
- Will be tested to some degree during the Puget Sound Pilot.

WA-Trans Database
- This is a SQL database that will hold the "official" copy of WA-Trans.
- It will be the result of the geo-processing done with working storage data.
- It will hold various versions of the transportation system at various dates.

Puget Sound Pilot Update
- The project charter has been signed. The charter defines what the WSDOT IT Office will do and what the various partner agencies will do.
- We have extended the pilot until March. The RFP took a significant amount of time. Setting up additional contracts will take more time.
- The first step is to get the translator set up.
- I am investigating how to get WSDOT data into that pilot (after we complete the first phase) and trying to find resources to assist with that effort.

Agreement Points
- Pierce and King County have met and determined how to set up agreement points.
- Pierce County has committed to doing the work.
- We have issues with the accuracy of the "official" boundary layer between counties.
- We will document how this is done and use what works for other locations.
- Lincoln County was able to establish agreement points some time ago.
- All points will be documented in WA-Trans.
- George Spencer pointed out that the boundary layer issue is a big one and Jeff Holm mentioned that there is also an issue with Canada regarding boundaries. It was suggested that a query on WA-Trans maybe include a county border query that could be specified in the interim. WA-Trans does NOT want to be the keeper of boundaries.

Next Step – Puget Sound Pilot
- Tami is investigating how to get WSDOT data into that pilot (after we complete the first phase) and trying to find resources to assist with that effort.

- We will determine if we have resources to extend this pilot into Kitsap and Snohomish Counties.
- We can have the data tested. Sound Transit has already agreed to test the results. We hope to get an emergency response public service answering point (PSAP) on the border to test results.
- We would like to see if a tribe would like to add data.

Transportation Pooled Fund Pilot Update
- Washington is leading the effort. Nebraska, Oregon, Ohio and Tennessee DOTs have committed to joining. Idaho is interested. We have $220,000 committed for the first year to date.
- Project has been posted with the National Transportation Pooled Fund (TPF) Website to seek additional partners.
- Seeking $30,000 per state per year to participate for three years although they can get in with $10,000.
- We can also support partnerships with local governments, universities and colleges and private industry.
- This effort is paying for the assistant.
- We can begin with partial funding and very likely we will do that.
- Overall seeking $905,000.00

Phase I and Phase II (July 2005 – June 2007)
- Continue to work on translators and how easily additional software can be interfaced with them,
- Develop requirements for the two user interfaces,
- Develop requirements for Integration,
- Look at existing software solutions and research,
- Develop integration software (iteratively).
- Test the results of the software with various pilots.
- We will do as much as we have funding and resources to do.

Phase III and Phase IV (Begin July 2007)
- Complete integration software.
- Develop requirements for QA/QC software,
- Research existing solutions for QA/QC software,
- Develop QA/QC software.
- Begin looking at security required in some detail and public/private data issues.
- Security will likely be purchased or part of existing systems.

- Develop requirements for linear referencing integration and follow the rest of the process out.

Other Funding Opportunities
- We are working with the Washington Traffic Records Committee and Traffic Safety Commission to get SAFTEA money for WA-Trans.
- The project is part of the strategic plan for these groups and prioritized to be funded after higher priorities are funded. It is very likely we will receive some significant funding from this source, we just don't know when.
- This may be affected if the Federal Transportation Reauthorization is changed due to Katrina.
- Homeland Security funding may be more available for projects like WA-Trans.
- Tami read an excerpt from Federal Computer Weekly, September 19, 2005 – regarding the response to Hurricane Katrina and technology, particularly integrated networks of geographic information and how it would give government officials clearer pictures of evacuation routes.
- Chris Madill mentioned that Tami needs to speak with Tim D'Acci of WSDOT because they are working on the Washington Strategic Plan and WA-Trans should be part of that.
- Chris also mentioned that Tami speak with Mathew Endees and Brian Walsh to get on the agenda of the quarterly meeting of County Engineers. There is also the possibility of working with Roger Chapelle to get on a T2 newsletter.
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Justifying the Costs of WA-Trans
- FGDC and GITA is sponsoring a case study on return-on-investment for a multi-agency GIS project. WA-Trans was selected for this study. They will come in mid-November and train and work with us to determine business case for one WA-Trans business area.
- We have selected transportation planning as that business area. If you are involved in providing GIS services for transportation planning I want to talk to you!
- Free training in GIS Business Case is provided.
- We will pursue more business areas once training is done.

Related Activities

<u>GECCO</u>

Geospatially Enabling Community Collaboration (GECCo) – facilitated by GITA and funded through DHS and FGDC.

Washington has been offered the opportunity to participate as a state (first state done so far).

WAGIC is working through the state EMD and if that doesn't work both Spokane County and Pierce County have volunteered to host regional efforts.

Will provide us with an overview of our data needs for critical infrastructure protection.

First phase would be funded, including a 1.5-day meeting with community stakeholders to identify needs, issues and gaps and develop applications for Federal grants.

Phase II is funded with Federal grants and pilots are performed.

Phase III can also be funded with grants and supports implementation of the plans.

WA-Trans is involved because we would provide a needed dataset.

Steering Committee Activities

<u>Working on Policies and Processes</u>

- The Steering committee is now meeting quarterly for three hours,
- Focusing mostly on policy and process issues.
- Recent work includes how proposed roads will be handled:
    - Proposed roads will be accepted with adequate metadata for use in query and the download interface will default to querying them out.
- The committee is also working on a policy for making contact with local governments:
    - Contact both County Engineers Office and know GIS contacts. Make sure there is education on what we are doing and both are aware.
- Some members of the steering committee are, or will be, actively involved in Pilot Advisory Committee (PAC).

Future Meeting

- There was discussion regarding whether the partner meetings are useful as they generally are all Tami talking and this one was so sparsely attended. It was agreed that these are useful. Tami will schedule two a year.

- Steve mentioned that face-to-face time helps with a better understanding.
- All meetings will be held in Room 2F-22 at the Transportation Building at 310 Maple Park SE in Olympia from 10 a.m. – noon. Next years schedule is:
    o March 23, 2006
    o September 14, 2006.

Additional Comments and Discussion

Chris Madill – There is a tribal transportation meeting September 27 – 28 in Shelton (Michael attended).

Jeff – wants Tami to update the GIT (Geographic Information Technology Subcommittee Meeting of the Information Services Board. Jeff also announced that WAGIC is working on the creation of an Enterprise-Architecture for GIS Technology for the State Government. They are proposing standards for data themes. In Phase II they investigate and vet standards. There is a mechanism for elevation for IT for State Agencies. ISB has no power over locals but may make it easier to participate. State Agencies would have to adhere to that standard. WA-Trans would be a candidate-standards for transportation.